

worms; all were putrid and unfit for eating. Professor E. J. Lea, director of the Board's Bureau of Foods and Drugs, states that these foodstuffs which have been destroyed consist of 437 tons of condiments, chiefly catsup made from spoiled tomatoes, nearly seven tons of decomposed eggs, six tons of fruits, five tons of poultry and eight tons of miscellaneous food supplies.

The destruction of the catsup alone has undoubtedly prevented many cases of illness, and unscrupulous dealers are now unable to procure those foodstuffs that are unfit for human consumption. Many retailers have been buying such products at very low prices, and in turn they have been selling to the general public at low rates. This action of the Board protects the honest dealer who is endeavoring to supply the public with wholesome foods at fair values, from the competition of the dealer who is able to sell products at low rates because they are spoiled or adulterated.

Through the removal of these five hundred tons of foodstuffs from the markets of the state, not only has the health of the public been safeguarded, but unscrupulous dealers have been taught that such foods can not be sold to citizens of California.

CARELESS AUTOMOBILISTS.

Regardless of the enormous amounts of money expended by the railroads of California in furnishing protection at grade crossings and the earnest effort to educate the public, drivers of vehicles and pedestrians insist upon creating unnecessary danger and taking foolhardy chances. This was brought out in the State Railroad Commission's recent state wide investigation of the grade crossing problem when the carriers gave the Commission a list of accidents that are all too common. From the list was excluded the joy-rider and the intoxicated driver.

Here are a few samples chosen at random:

December 29, 1915, 2:45 a. m. Driver of automobile disregarded train and its warning and ringing crossing bell, and drove into side of locomotive. At the moment of accident, driver of machine was engaged in filling and lighting his pipe. One person was killed.

August 17, 1915, during daylight hours. Automobile driver with several passengers ignored all warnings, took no precautions whatsoever and at high speed drove automobile into side of train. Four persons killed and two injured. The automobile was in jitney service.

June 2, 1915 11:45 a. m. Driver of an auto truck descending a three per cent. grade admitted seeing the train while he was 1-4 mile from crossing. There were several other vehicles standing at the crossing waiting for train to pass, but the driver of this auto truck drove around those vehicles on to track in front of train and then stalled his motor. Resulted in property damage of \$5000.

April 17, 1915, 5:20 p. m. An automobile occupied by three ladies ignored train and its warning and the violent whistling of the locomotive, drove around a number of other standing vehicles up on to track in front of train and was struck. At this crossing there is a clear view of approaching trains for a distance of two miles. Three persons injured and automobile completely demolished.

March 5, 1915, 7:24 p. m. Automobile ignored train and its warning, ignored crossing watchman's warning, passed around standing street car and teams which were waiting for train to pass, and ran squarely into side of railroad train. Occupant of this automobile had made a deal to sell the machine in another city and ignoring all danger, was rushing to keep his engagement.

The accident fortunately resulted only in property damage to the automobile.

POSTAL SAVINGS.

Larger postal savings deposits will now be accepted at the postoffice. This is made possible by an important amendment to the Postal Savings Act just approved by President Wilson. A postal savings depositor may now have an account amounting to \$1,000 upon which interest will be paid. Formerly \$500 was the maximum amount he could have to his credit. This enlargement of postal savings facilities will be very gratifying to thousands of depositors who have already reached the old \$500 limit and are anxious to entrust more of their savings to Uncle Sam. Another feature of the amendment that will avoid further embarrassment to the public and to postal officials is the doing away with the limit on the amount that could be accepted from a depositor monthly. Under the old law only \$100 could be deposited in a calendar month. The amendment abolishes this restriction. While the Postal Savings System has already proved a signal success, as is shown by the fact that more than half a million depositors have over eighty million dollars standing to their credit, still it has fallen short of meeting the full demands of the public because of the restrictions which have now been eliminated. Postmaster-General Burleson and Third Assistant Postmaster-General Dockery have been tireless in their efforts to secure a modification of the limitations, and the new liberalizing legislation is particularly gratifying to them.

SOCIAL INSURANCE.

The question of sickness insurance in this state opens up such a large field for study, as to make it imperative for us all to cooperate, in so far as possible in an intensive investigation of the problems involved. It is very important that your committee, representing as it does, the medical profession of the state, should post itself as to all phases of the study, and not concern itself alone with the attitude of the profession toward any scheme for sickness insurance.

It is with this view in mind that I shall attempt to furnish your committee from time to time with what information we are able to gather here in San Francisco. A few months ago, a group of us, interested in Social Insurance, at the suggestion of a member of the Social Insurance Commission of the State of California, decided to hold weekly evening meetings, so that we could take up and discuss these matters.

The Commonwealth Club of California has likewise organized a study committee. It meets every Friday afternoon from 4 to 6 P. M. On it, we find employers, employees, staunch representatives of labor, insurance men, statisticians, physicians. They have mapped out a rather ambitious program for study.

1. Present conditions in California.
 - (a.) Scope not covered by existing laws.
 - (b.) Rate of sickness and non-industrial accidents.
 - (c.) Financial loss.
 - (d.) What employers do.
 - (e.) What employees do.
 - (f.) What the charities do.
2. Health Insurance for California,
 - (a.) Existing laws—all countries.
 - (b.) Proposed laws.
 - (c.) Applicability to California conditions.
 - (d.) To whom applicable.
3. Health Insurance and the State.
 - (a.) Constitutionality.
 - (b.) Policy—economic and social.
 - (c.) Relation of Compensation laws to Health Insurance.
4. Relation of Medical Profession to Health Insurance.
5. Attitude of Employers to Health Insurance.
6. Attitude of Employees to Health Insurance.